



US 220 Project Planning Study

From I-68 to Cresaptown via US 220 and MD 53

Informational Public Workshop

Display Boards Presented

**Wednesday,
December 9, 2015
5:30 PM – 8:00 PM**

Belair Elementary School (Gymnasium)
14401 Barton Blvd SW
Cumberland, MD 21502

WE WANT YOUR FEEDBACK TONIGHT!

- **Are the right issues being addressed by the alternatives?**
- **Is there need to address localized traffic operations or accommodate regional traffic?**
- **Which alternatives are most promising?**
- **Which alternatives should be dropped from further consideration?**
- **Are there any other good ideas that SHA has not yet presented?**

GET THE MOST OUT OF THIS WORKSHOP

- Tonight's workshop is self-paced. No formal presentation will be given.
- Team members will be available at all stations to respond to your project-related questions and receive your comments.
- The project team has adjusted the preliminary alternatives and developed new alternatives/options which contain 'Practical Design' elements.

What is Practical Design? Practical Design focuses on addressing an area's most important needs at a reasonable cost and in a safe manner. The project team focuses on the core purpose and need. This approach allows SHA to deliver projects more efficiently.

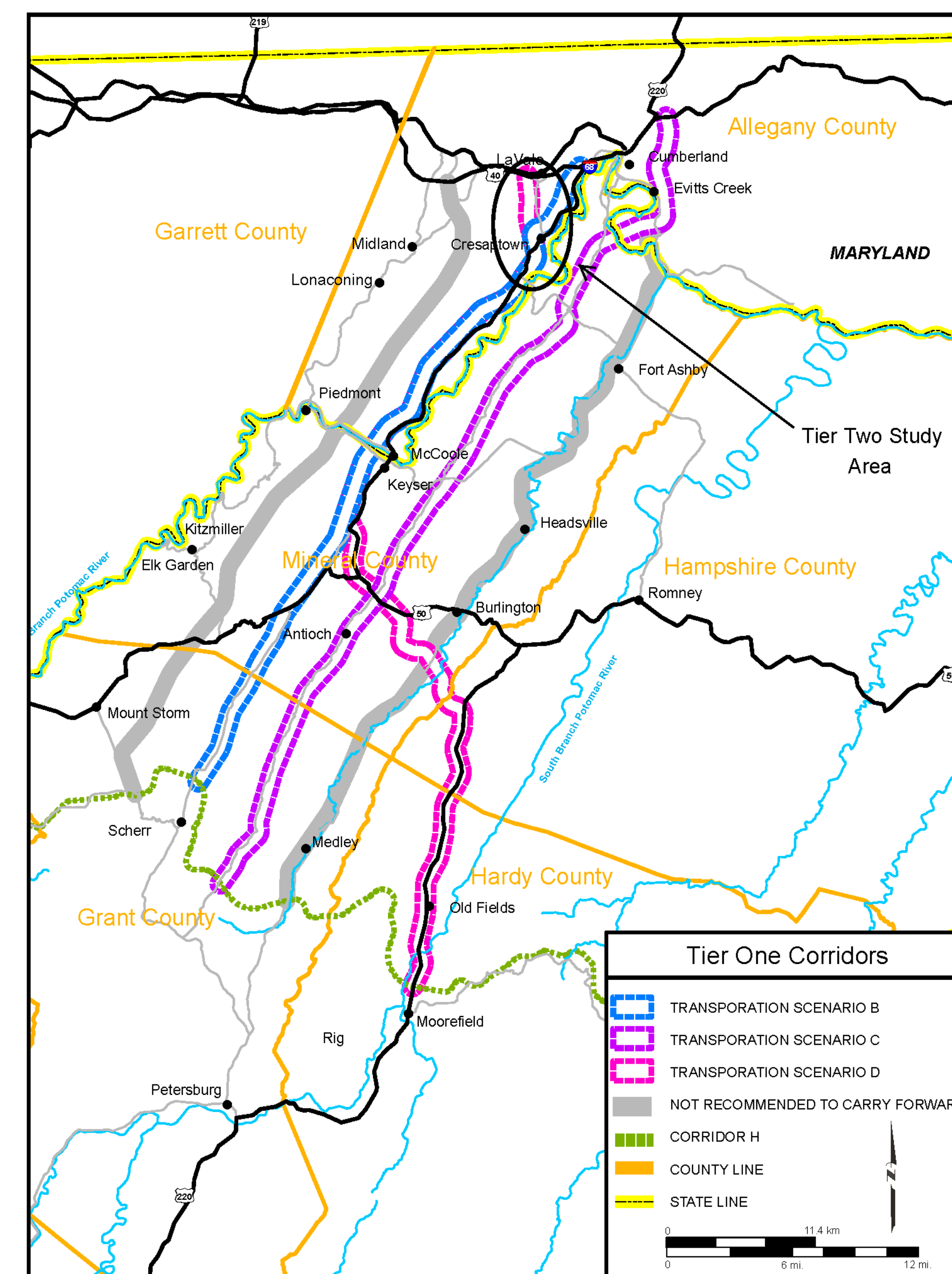
- You may provide written comments by submitting a comment card tonight or returning the card by mail at your convenience.

WE WANT YOUR FEEDBACK!

YOUR OPINION MATTERS!

PROJECT BACKGROUND

- **US 220 Corridor Planning Study (Tier One) initiated in coordination with West Virginia in 2006**
 - **Location / Design Public Hearings held in September 2011**
 - **Preferred Corridors Selected: Corridor B (US 220 within Maryland), with a northern Corridor D spur (MD 53)**
 - **Record of Decision received on July 21, 2014**
- **Current Study (Tier Two): I-68 to Cresaptown (along US 220 and MD 53) is the first segment selected and programmed for a detailed project planning study**
 - **Public Informational Workshop held November 13, 2014**



PROJECT PURPOSE

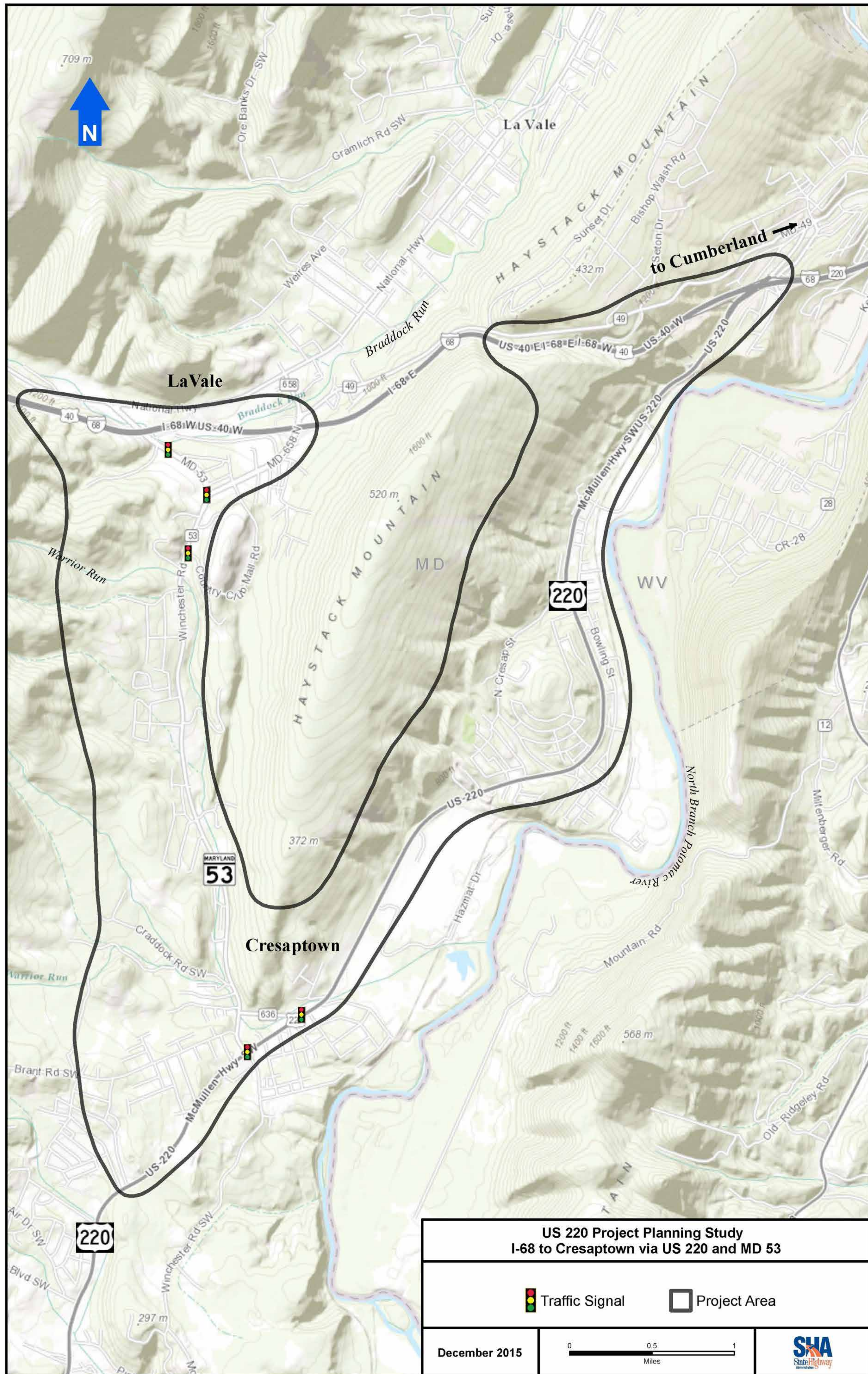
- Upgrade the existing transportation system for residents, businesses, and visitors along US 220 and MD 53 by:
 - Increasing mobility
 - Increasing safety for vehicles, pedestrians, and bicyclists
 - Improving efficiency for local/regional commerce
 - Providing sufficient transportation infrastructure to support economic growth

PROJECT NEED

- Address roadway geometric deficiencies that limit mobility and cause safety concerns
- Support economic development through increased accessibility between economic centers
- Improve the regional transportation network through system linkage

Note: The project is consistent with local and regional master plans

PROJECT AREA MAP





Segment	2013 AADT	2013 Existing LOS		2040 No-Build AADT	2040 No-Build & Alt. 2 LOS		2040 Alt. 3a, Alt. 3b AADT	2040 Alt. 3A and 3B LOS		2040 Alt. 4 AADT	2040 Alt. 4 LOS		2040 Alt. 5 AADT	2040 Alt. 5 LOS	
		AM Peak	PM Peak		AM Peak	PM Peak		AM Peak	PM Peak		AM Peak	PM Peak		AM Peak	PM Peak
Northbound US 220 from North of MD 636 to South of I-68	14,600	C	C	16,100	C	C	15,215	B	B	9,670	B	B	9,340	B	B
Southbound US 220 from South of I-68 to North of MD 636		B	C		B	C		B	C		A	B		A	B
Northbound US 220 from South of MD 53 to North of MD 636	19,000	B	B	23,600	B	B	17,625	B	B	8,665	B	B	12,130	B	B
Southbound US 220 from North of MD 636 to South of MD 53		C	D		C	E		C	C		A	A		A	B
Northbound US 220 (Relocated) from North of US 220 (old) to I-68	Not applicable									14,115	A	A	Not Applicable		
Southbound US 220 (Relocated) from South of I-68 to North of US 220 (old)											A	A			
Northbound MD 53 from North of MD 636 to South of I-68	19,600	B	B	21,500	B	B	19,695	B	B	14,135	B	B	7,405	A	A
Southbound MD 53 from South of I-68 to North of MD 636		A	B		A	B		A	A		A	B		A	A
Northbound MD 53 from North of US 220 to North of MD 636	10,000	A	A	11,100	A	A	10,005	A	A	7,530	A	A	4,765	A	A
Southbound MD 53 from North of MD 636 to North of US 220		A	A		A	B		A	A		A	A		A	A
Northbound MD 53 (Relocated) from North of US 220 (old) to MD 636 Extended	Not Applicable												18,985	A	A
Southbound MD 53 (Relocated) from South of MD 636 Extended to North of US 220 (old)														A	A

TRAFFIC

AM Peak Hour Signalized Intersection Levels of Service (LOS) and *Delays

Signalized Intersections	AM PEAK HOUR									
	2013 Existing		2040 No Build and Alternative 2		2040 Alternative 3A and Alternative 3B		2040 Alternative 4		2040 Alternative 5	
	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*
US 220 at MD 636	C	26	C	28	C	22	B	18	B	16
US 220 at MD 53	C	21	C	24	B	13	B	13	A	5
<i>US 220 Old at US 220 New</i>	-	-	-	-	-	-	B	19	-	-
<i>US 220 Old at MD 53 New</i>	-	-	-	-	-	-	-	-	B	19
MD 53 at Shopping Center	A	4	A	10	A	6	A	7	A	8
MD 53 at MD 658	C	28	C	32	C	31	C	28	C	35
MD 53 at Country Club Mall	A	3	A	7	A	3	A	3	A	4
<i>MD 53 New at MD 658 Extended</i>	-	-	-	-	-	-	-	-	B	12
MD 658 at WB I-68 ramps	B	17	B	17	B	17	C	20	C	22
MD 658 at EB I-68 ramps	B	14	B	14	B	14	B	17	B	15
MD 658 at Linda Way	C	20	C	24	C	20	C	22	C	21

*Delay represents seconds per vehicle

PM Peak Hour Signalized Intersection Levels of Service (LOS) and *Delays

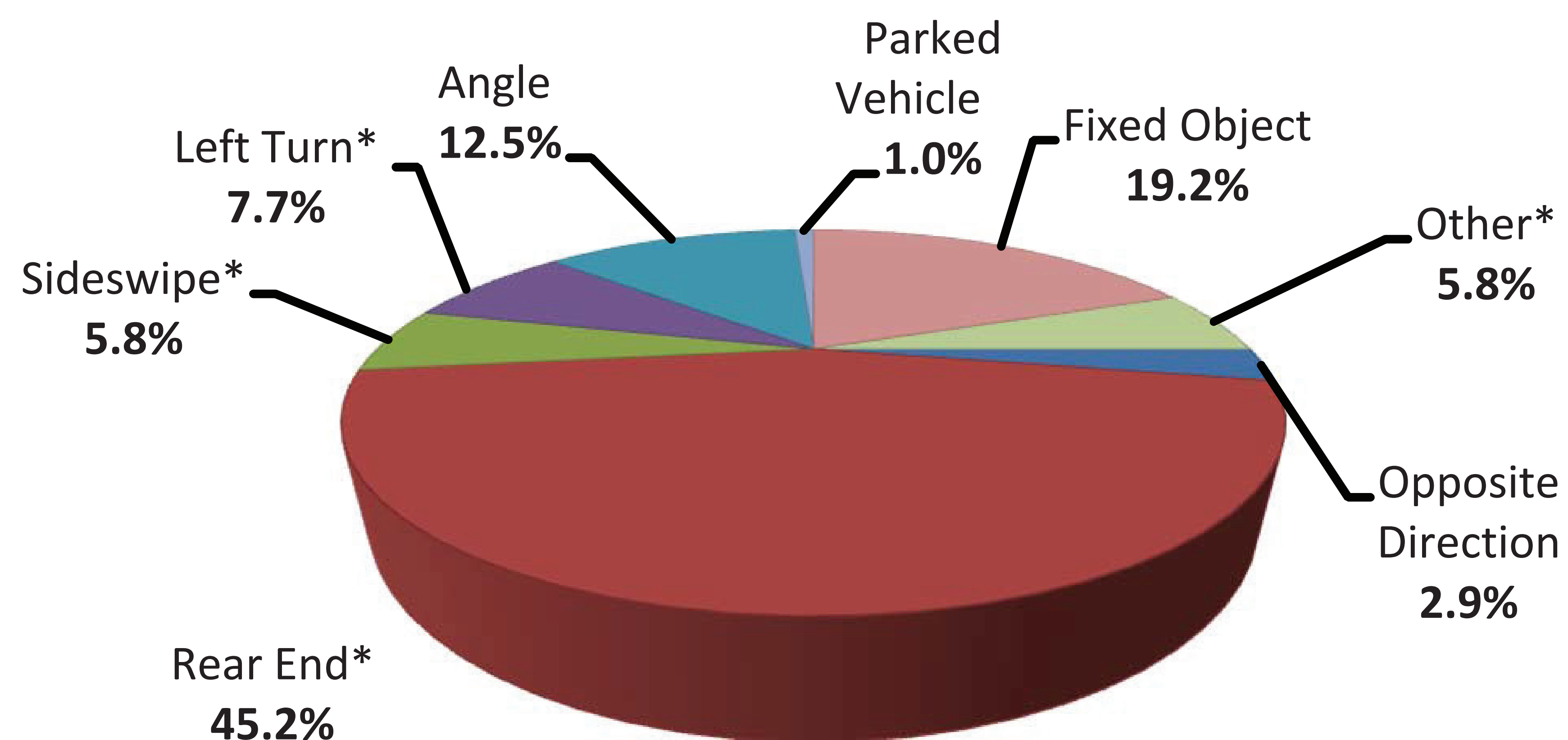
Signalized Intersections	PM PEAK HOUR									
	2013 Existing		2040 No Build and Alternative 2		2040 Alternative 3A and Alternative 3B		2040 Alternative 4		2040 Alternative 5	
	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*
US 220 at MD 636	C	26	C	31	C	29	C	21	B	15
US 220 at MD 53	D	43	D	39	B	16	B	11	A	5
<i>US 220 Old at US 220 New</i>	-	-	-	-	-	-	C	28	-	-
<i>US 220 Old at MD 53 New</i>	-	-	-	-	-	-	-	-	C	29
MD 53 at Shopping Center	A	5	B	11	B	12	B	12	B	19
MD 53 at MD 658	C	30	C	34	C	34	C	31	C	33
MD 53 at Country Club Mall	A	3	A	7	A	7	A	4	A	4
<i>MD 53 New at MD 658 Extended</i>	-	-	-	-	-	-	-	-	B	12
MD 658 at WB I-68 ramps	B	20	B	18	B	17	B	18	B	20
MD 658 at EB I-68 ramps	B	15	B	14	B	14	B	15	B	14
MD 658 at Linda Way	C	21	C	24	C	24	C	24	C	24

*Delay represents seconds per vehicle

SAFETY SUMMARY 2010 – 2012

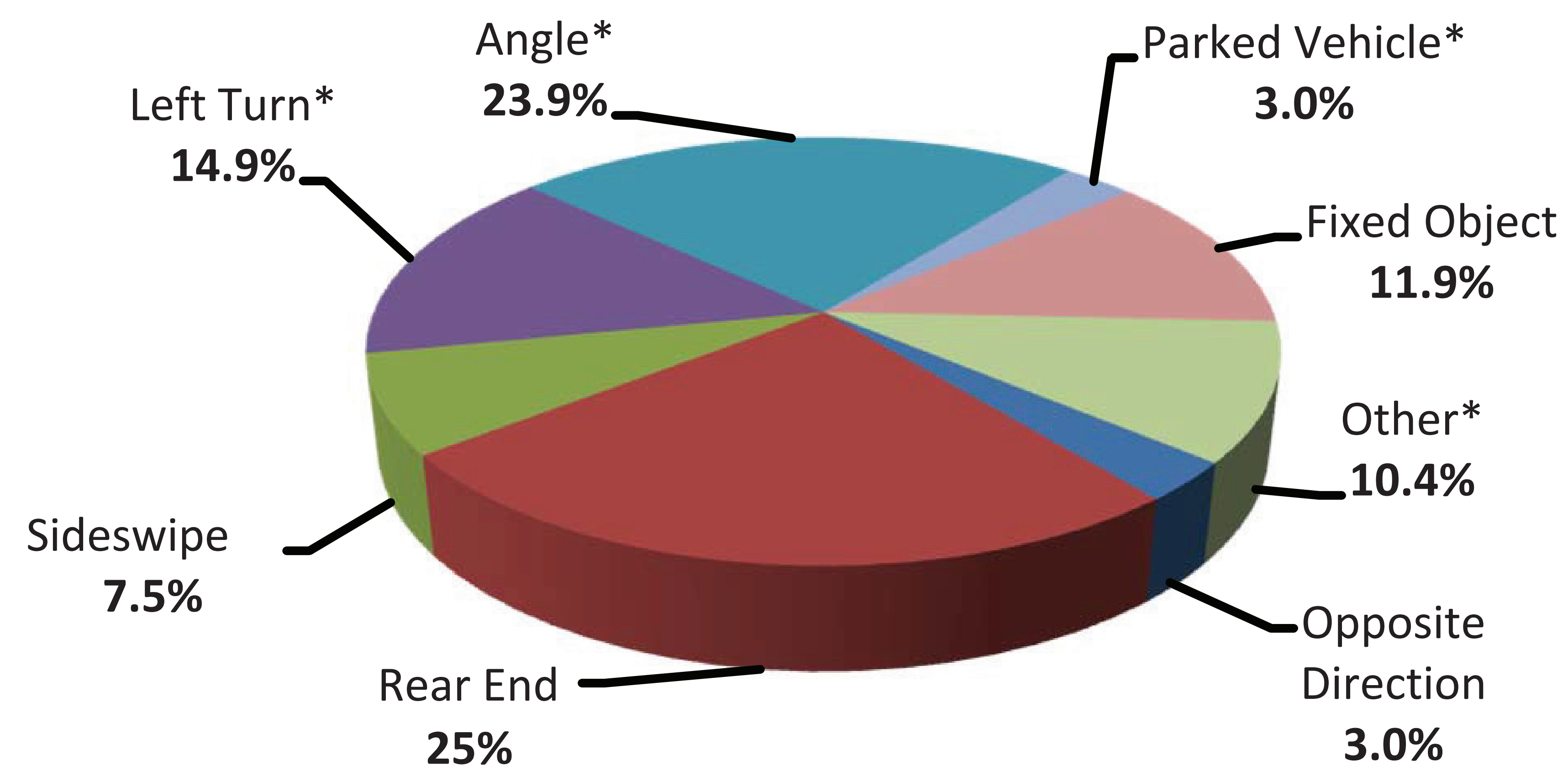
US 220 (McMullen Highway)

(based on 104 police-reported crashes)



MD 53 (Winchester Road)

(based on 67 police-reported crashes)



**Crash types significantly higher than statewide average for similar types of highways*

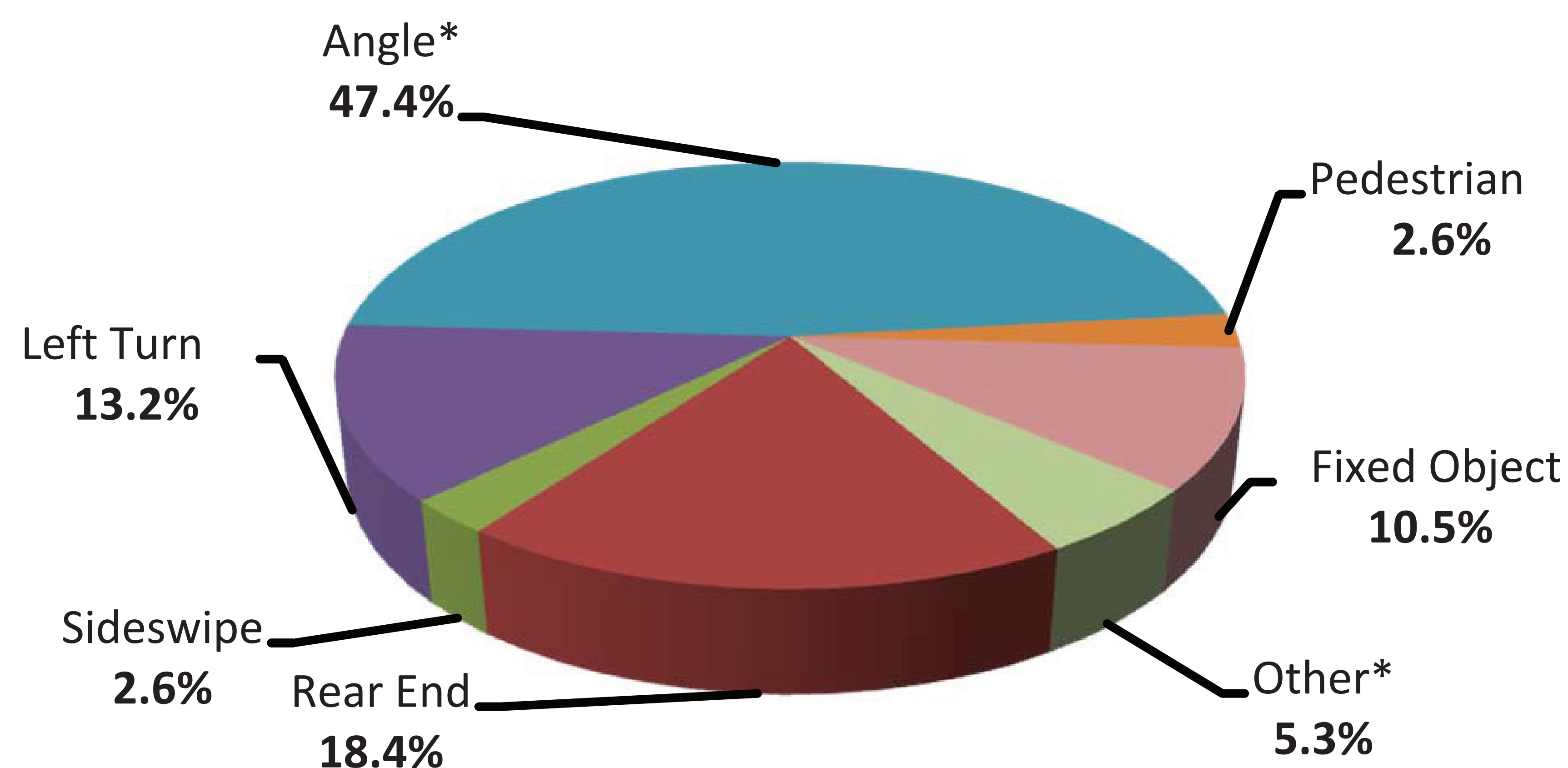
– The major crash types reported are: opposite direction, rear end, sideswipe, left turn, angle, pedestrian, parked vehicle, fixed object, truck related, and other crashes. Other is a catch-all category that includes crashes not among the major crash types (i.e., U-turns, overturned vehicles, etc.)

– Truck-related crashes accounted for 9% of the overall total for US 220 and for 18% of the overall total for MD 53

SAFETY SUMMARY 2010 – 2012

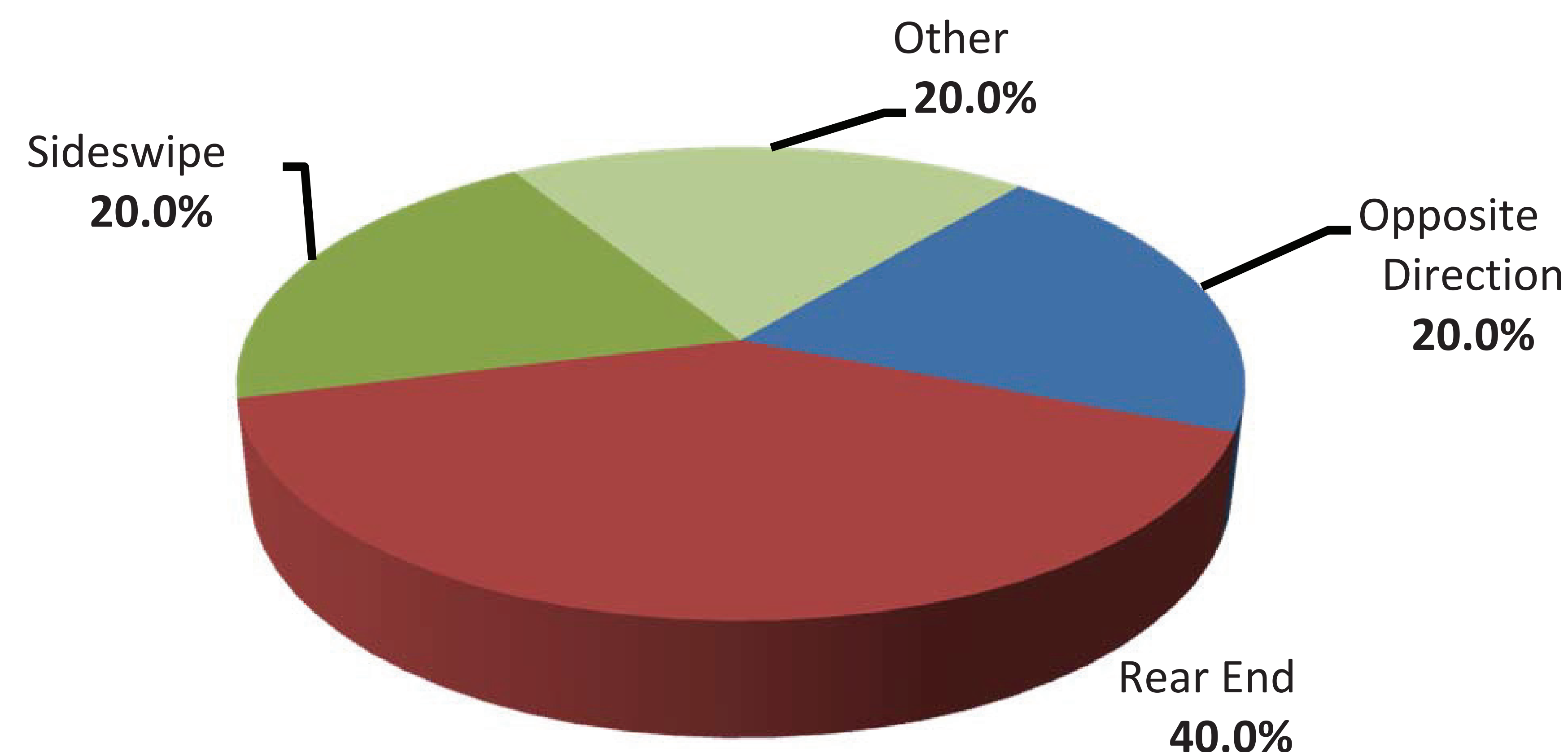
MD 658 (Vocke Road)

(based on 38 police-reported crashes)



MD 636 (Warrior Drive)

(based on 5 police-reported crashes)

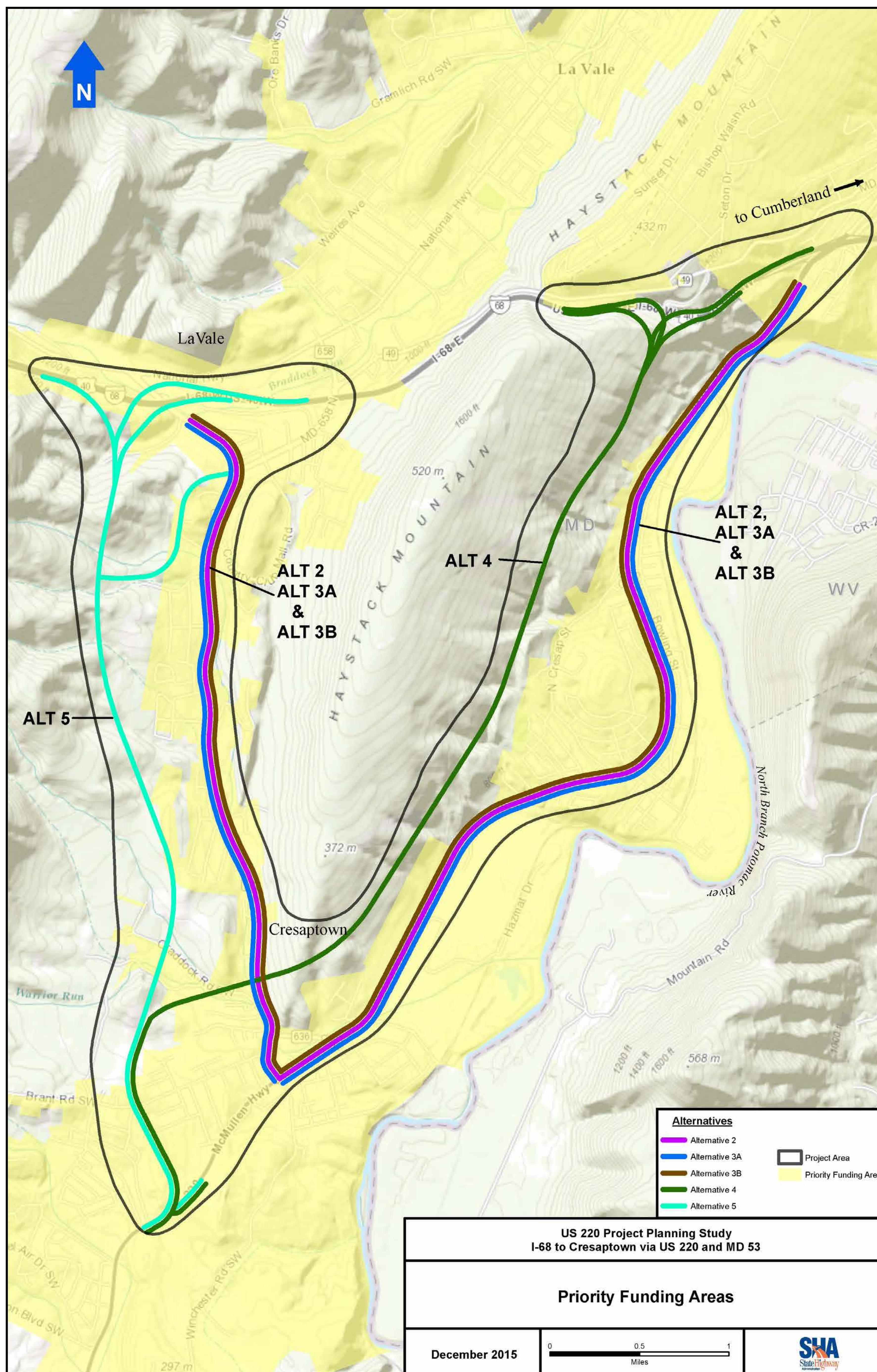


**Crash types significantly higher than statewide average for similar types of highways*

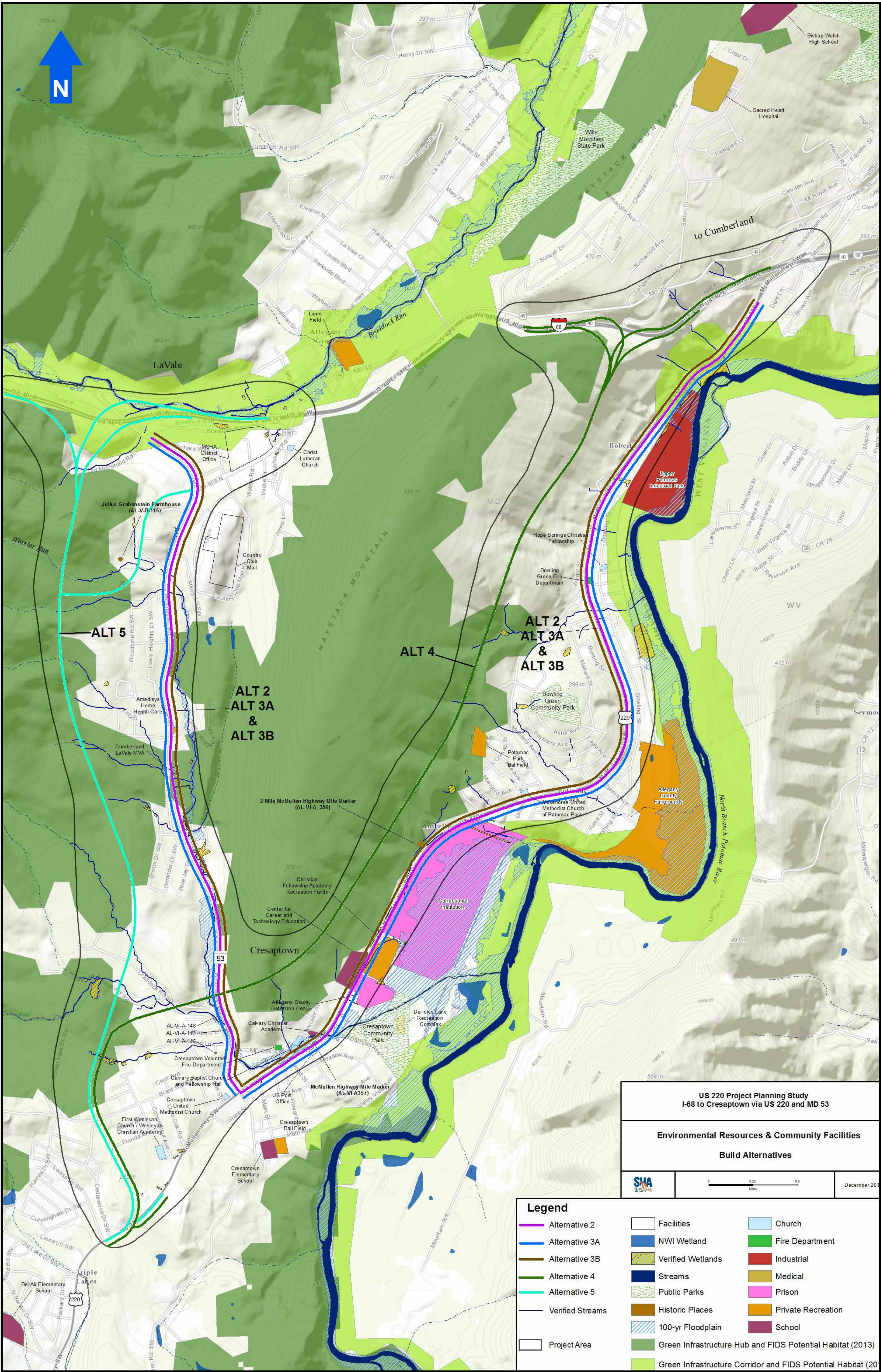
– The major crash types reported are: opposite direction, rear end, sideswipe, left turn, angle, pedestrian, parked vehicle, fixed object, truck related, and other crashes. Other is a catch-all category that includes crashes not among the major crash types (i.e., U-turns, overturned vehicles, etc.)

– Truck-related crashes accounted for 8% of the overall total for MD 658 and for 40% of the overall total for MD 636

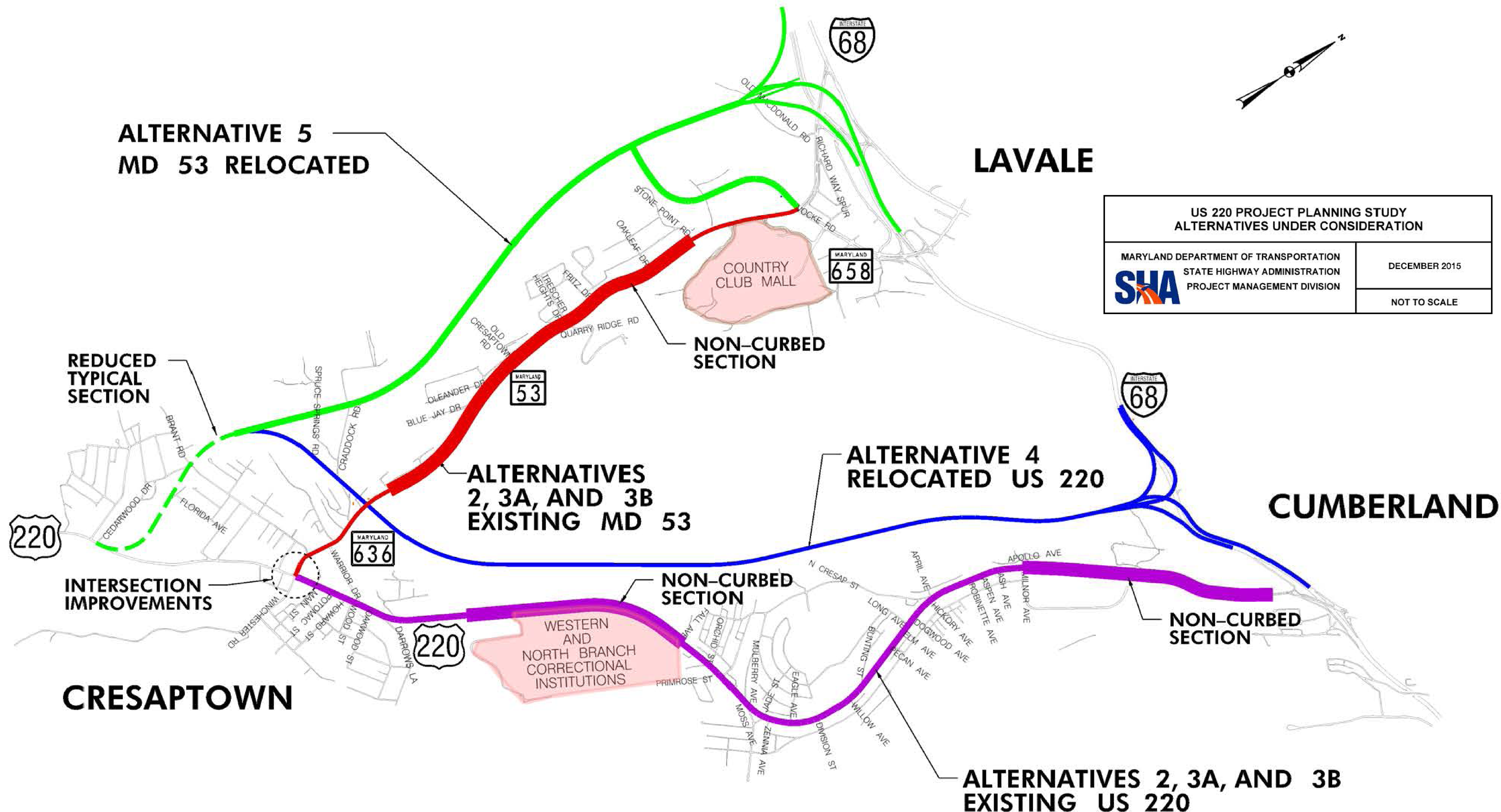
PRIORITY FUNDING AREAS



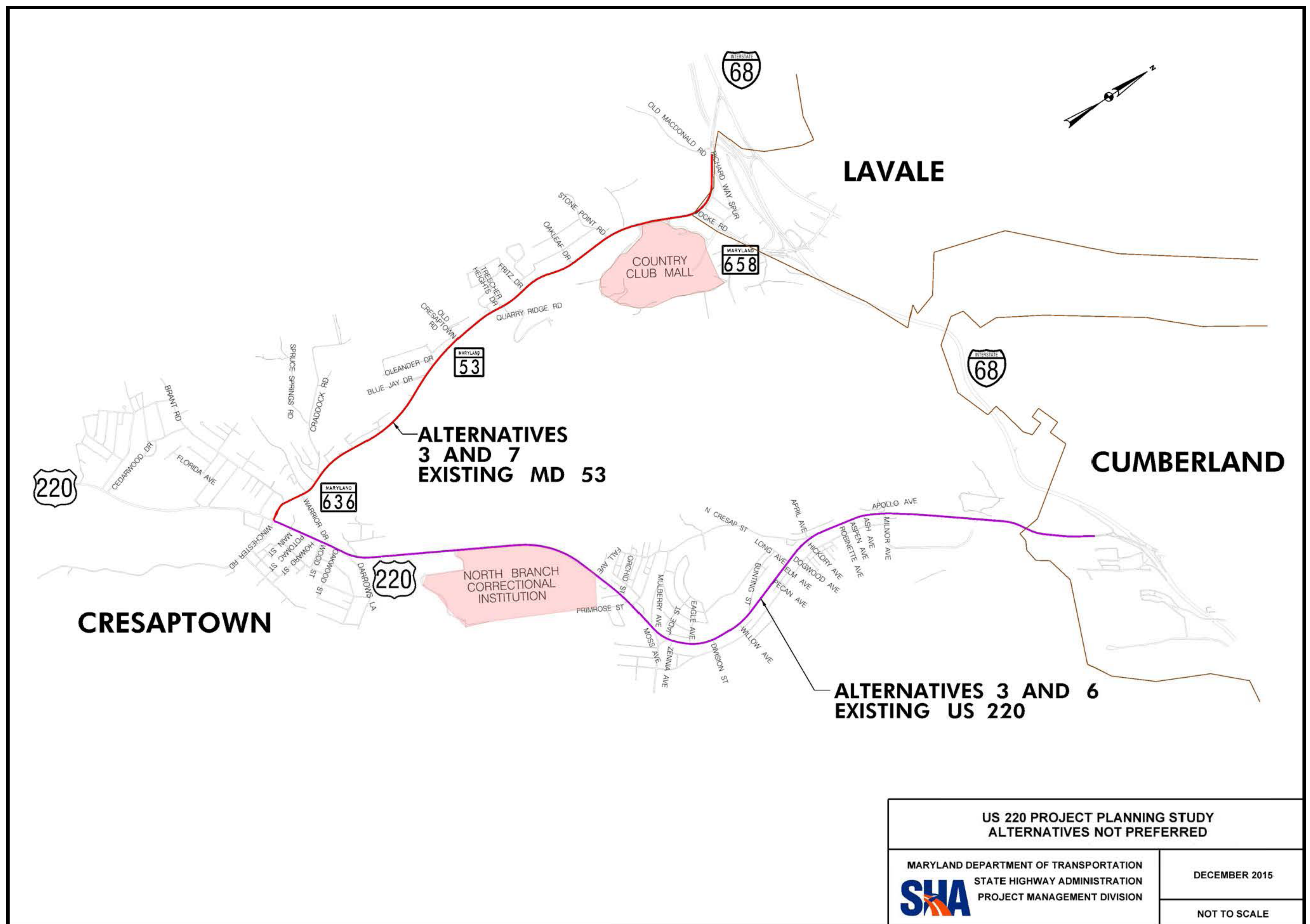
ENVIRONMENTAL FEATURES AND COMMUNITY FACILITIES



ALTERNATIVES LOCATION MAP



ALTERNATIVES DROPPED



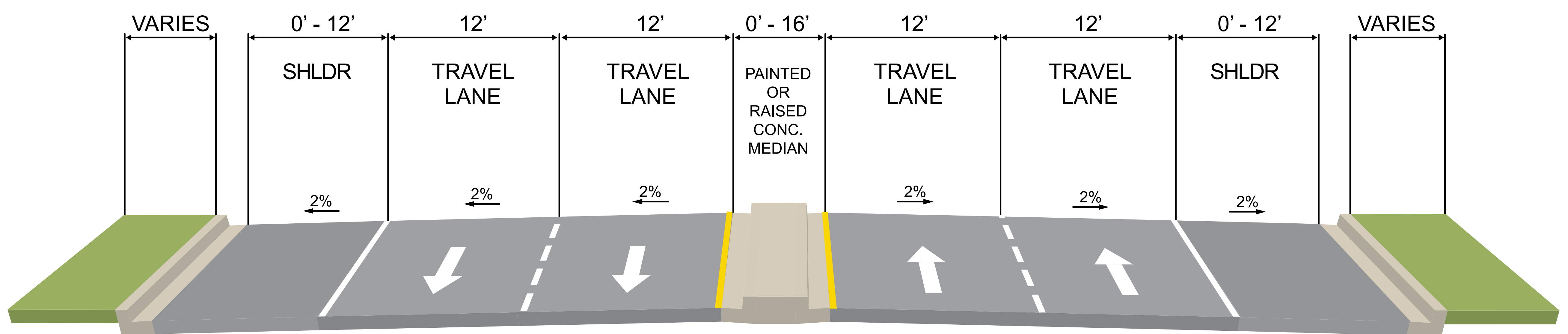
- Due to the high number of property impacts, the project team recommends that Alternative 3, Alternative 6, and Alternative 7 be dropped from consideration, and not be carried forward into the next stage of detailed study

ALTERNATIVE 1

NO BUILD

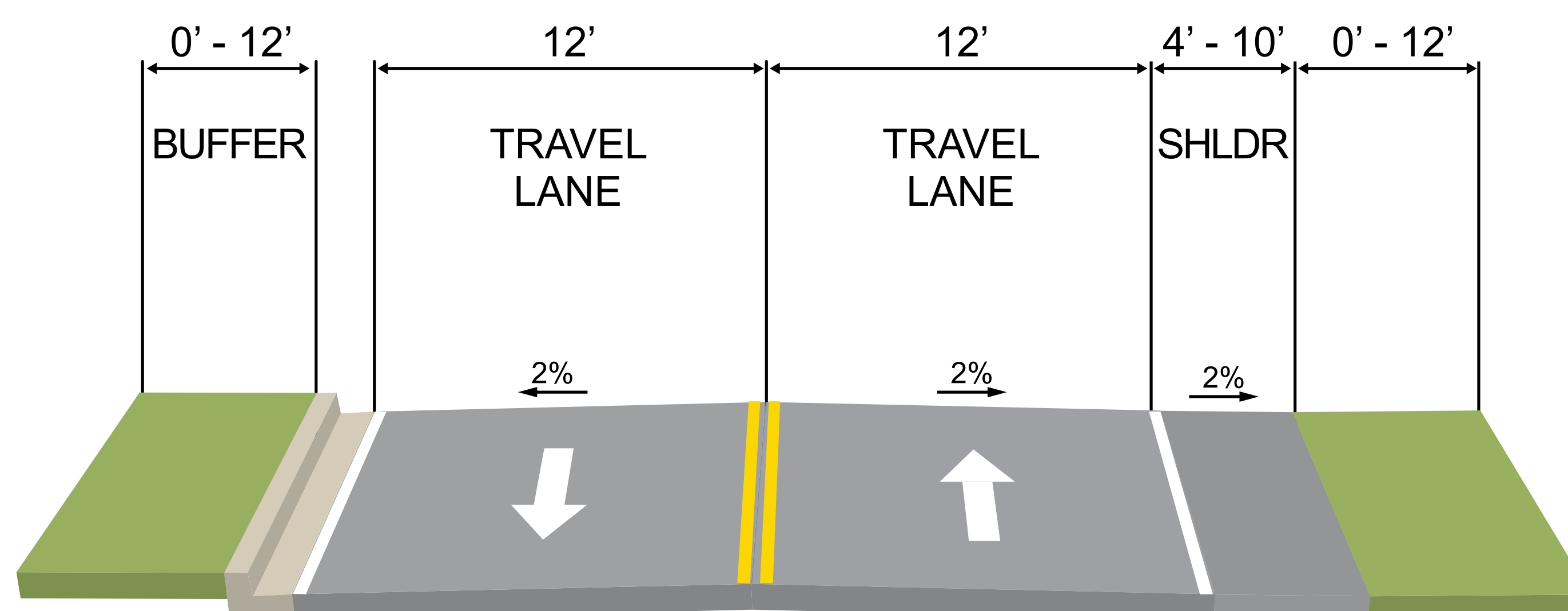
- Minor short-term improvements would occur as part of routine maintenance and safety operations
- Includes installation of traffic control devices at intersections and improvements to traffic operations and safety along US 220, MD 53, MD 636, and MD 658
- Does not address the purpose and need of the project

EXISTING TYPICAL SECTIONS



NO BUILD
MD 53 NORTH OF COUNTRY CLUB MALL RD.

DESIGN SPEED: 30 - 40 MPH



No Build – US 220 and MD 53

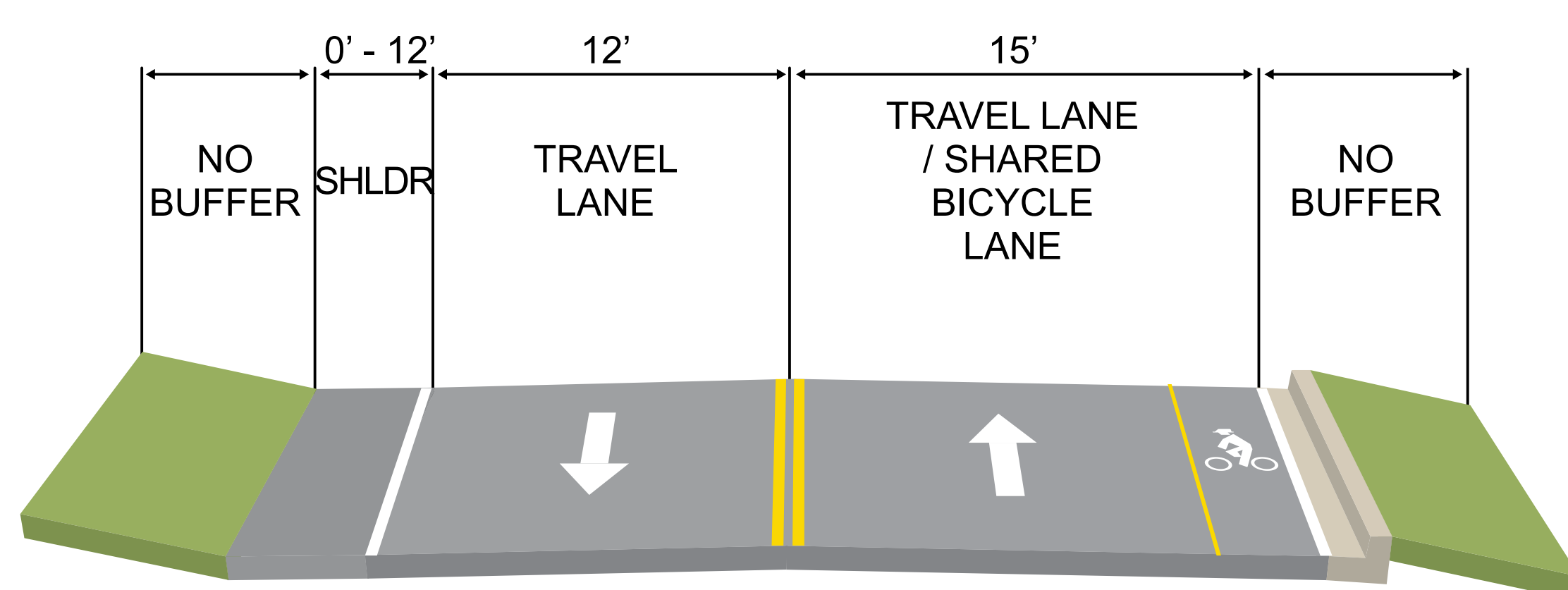
DESIGN SPEED: 30 - 40 MPH

ALTERNATIVE 2

TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT (TSM/TDM)

- Roadway improvements include consistent travel lanes up to 15 feet wide with curbs (Closed Section), to allow for shared bicycle use; and consistent 12-foot travel lanes and 10-foot shoulders within the non-curbed segments (Open Section)
- Includes intersection improvement options within Cresaptown
- Includes signal timing/traffic control improvements at other signalized intersections along US 220 and MD 53
- Sidewalks will be reconstructed and extended north from Cresaptown and within the Bowling Green vicinity
- Retaining walls will be implemented in a few areas to minimize property and resource impacts

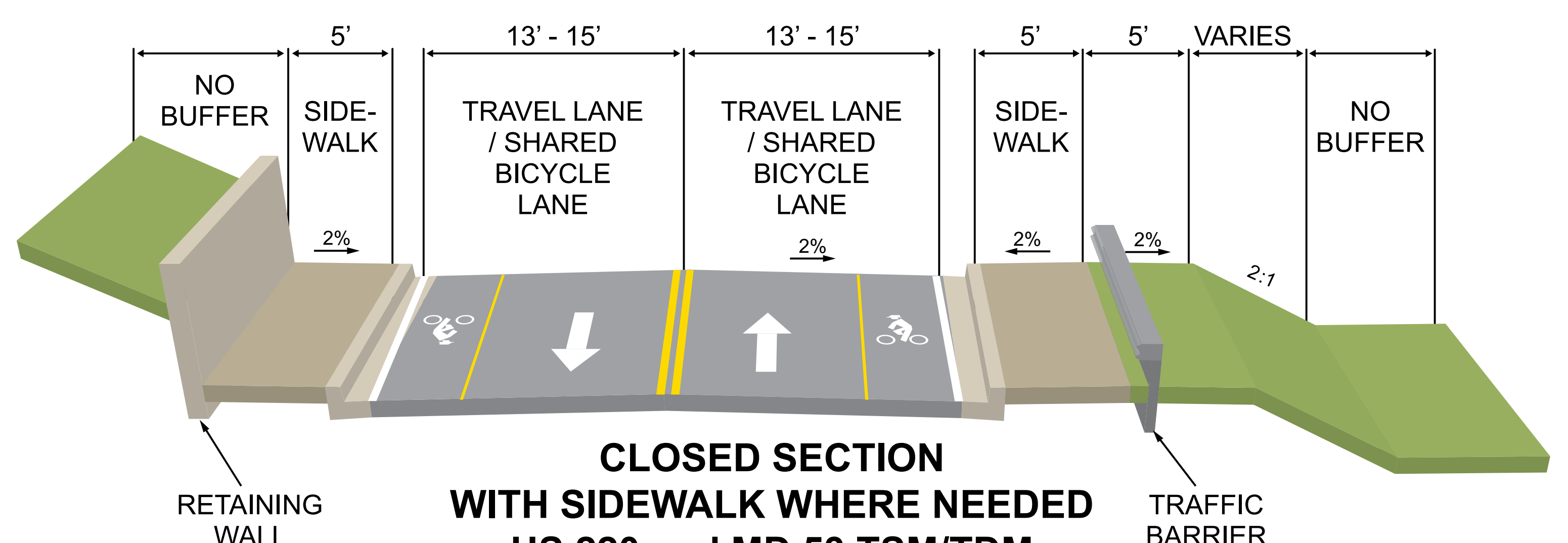
Alternative 2



OPEN OR PARTIALLY OPEN SECTION
NO EXISTING WITHOUT SIDEWALK
US 220 and MD 53 TSM/TDM

DESIGN SPEED: 40 MPH

Alternative 2



CLOSED SECTION
WITH SIDEWALK WHERE NEEDED
US 220 and MD 53 TSM/TDM

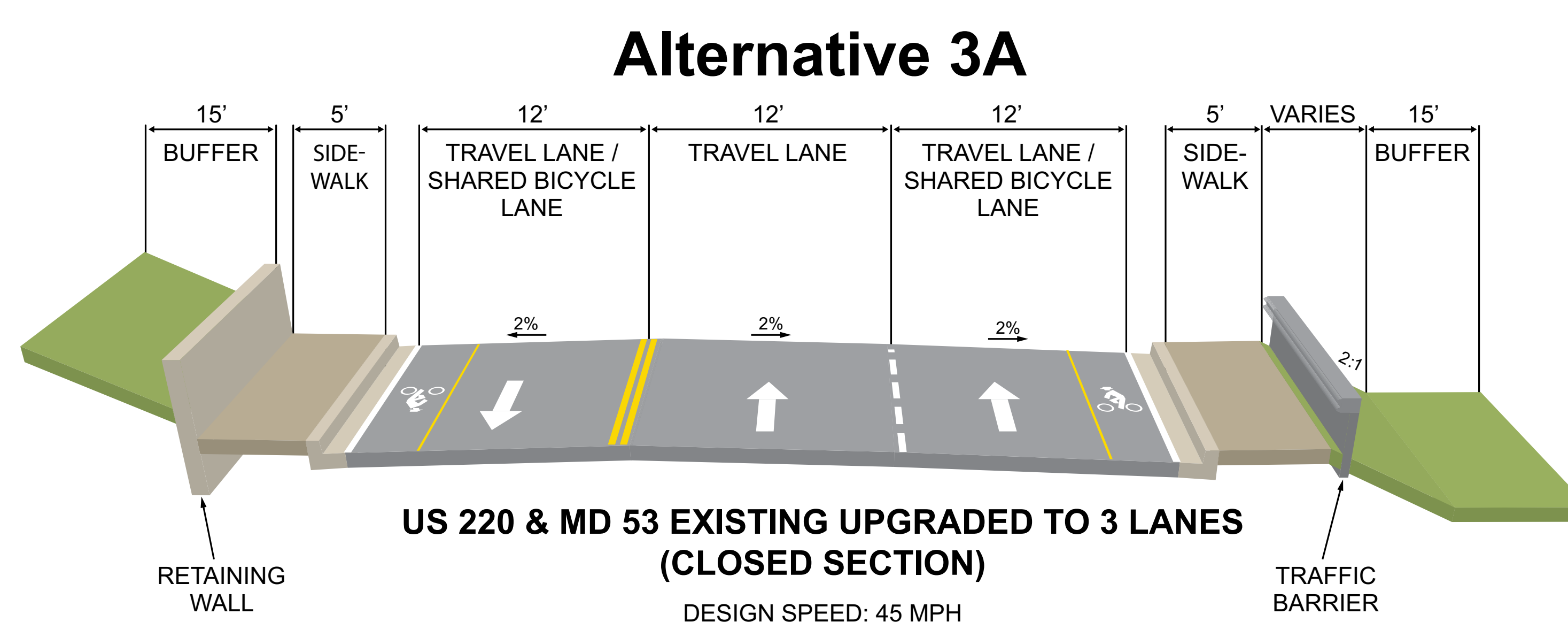
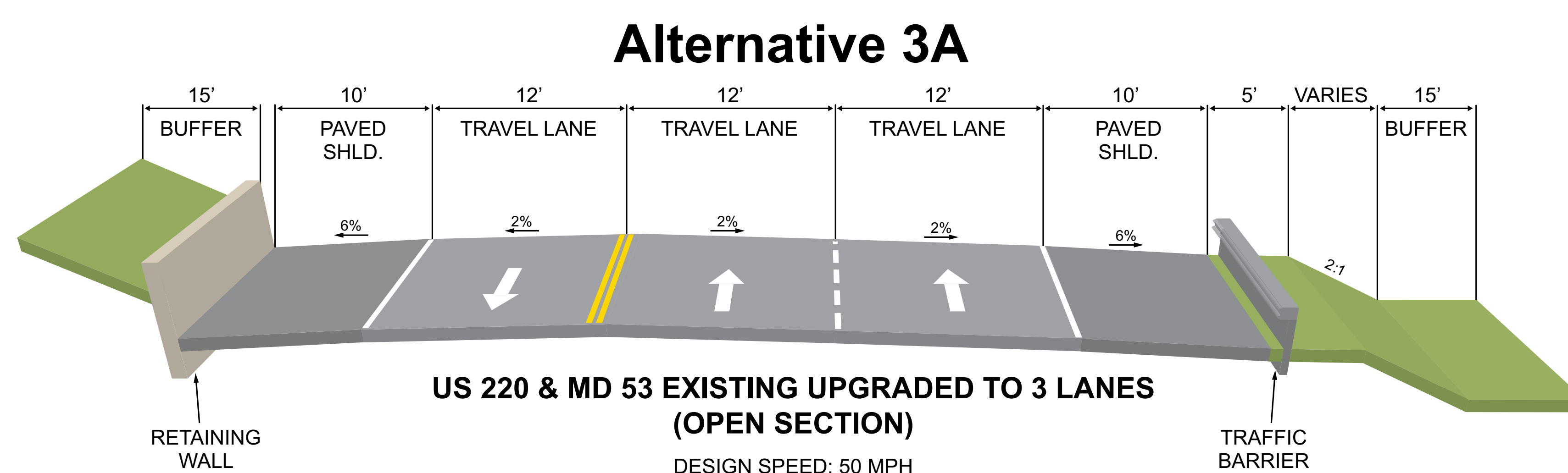
DESIGN SPEED: 40 MPH

ALTERNATIVE 3A

US 220 AND MD 53: UPGRADE TO THREE-LANE UNDIVIDED ROADWAY

(PRACTICAL DESIGN APPROACH)

- Provides an additional travel lane northbound on US 220 and an additional travel lane southbound on MD 53 to the US 220 intersection in Cresaptown
- Serves as a split-movement system that adds minimal capacity improvements but improves safety by separating trucks and automobiles, and allows for safer left-turns
- There are varying typical section configurations with segments of closed/curbed sections with sidewalks (Closed Section), and open/non-curbed sections (Open or Partially-Open)
- Retaining Walls will be implemented where needed to avoid residential and business displacements



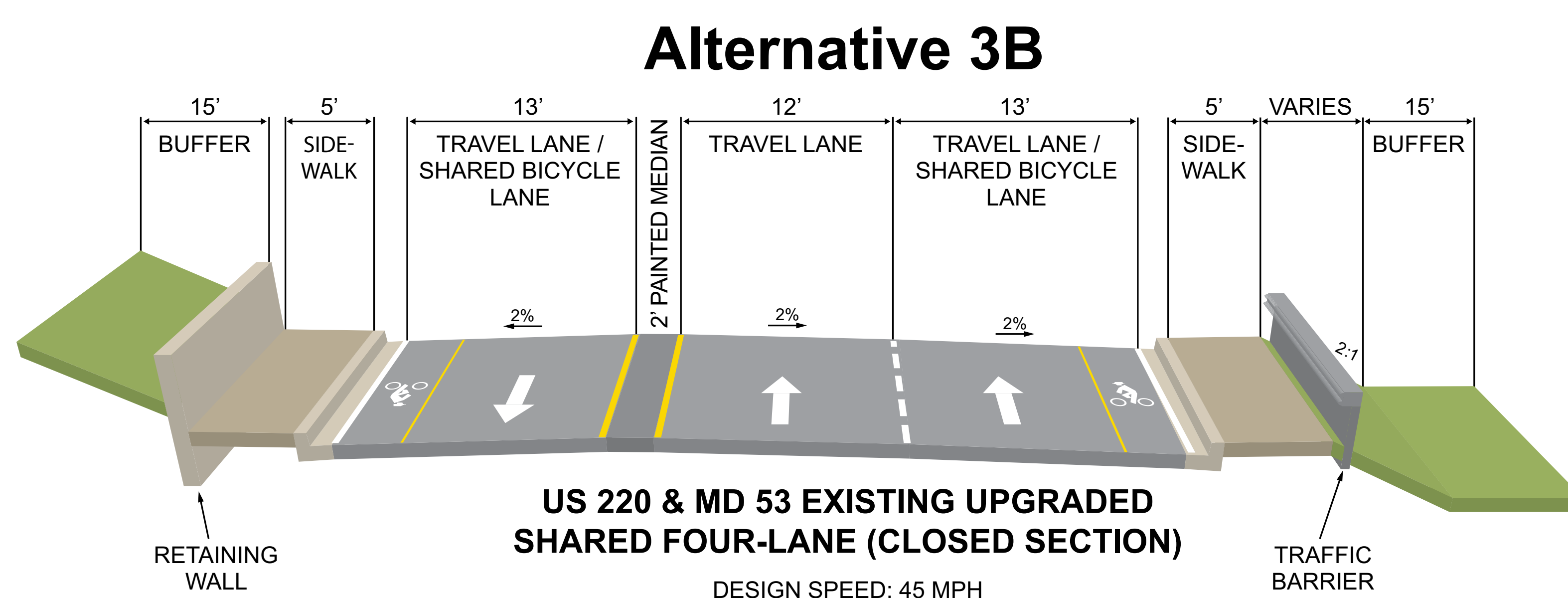
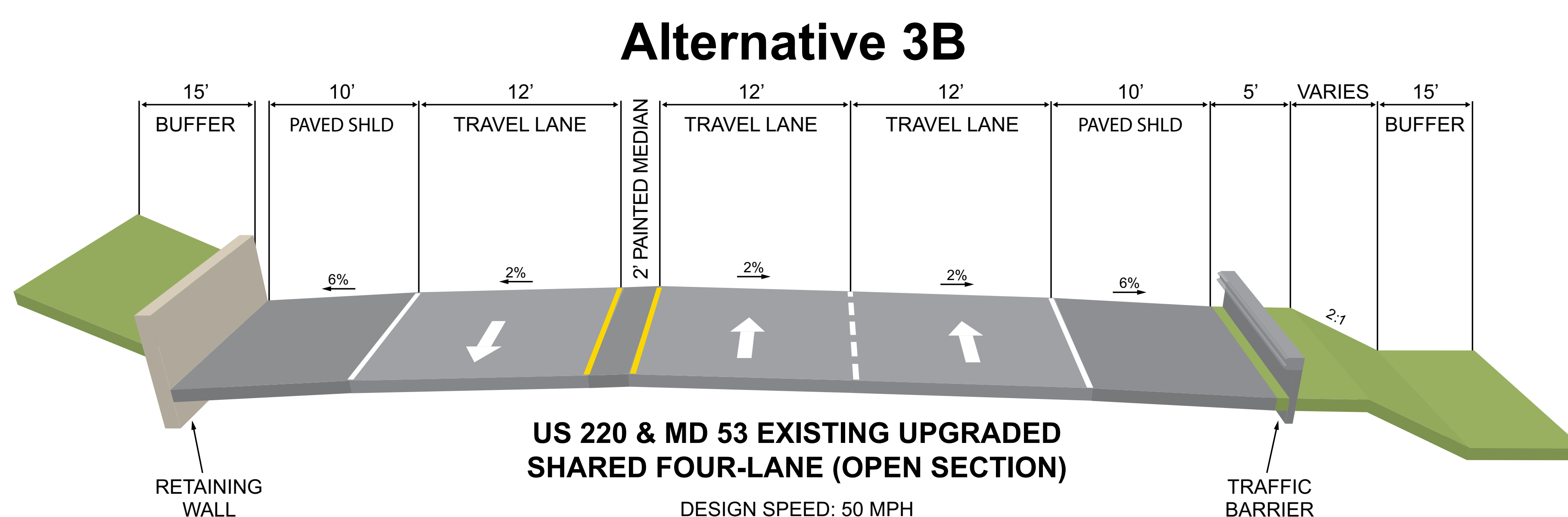


ALTERNATIVE 3B

US 220 AND MD 53: SHARED FOUR-LANE CONFIGURATION

(PRACTICAL DESIGN APPROACH)

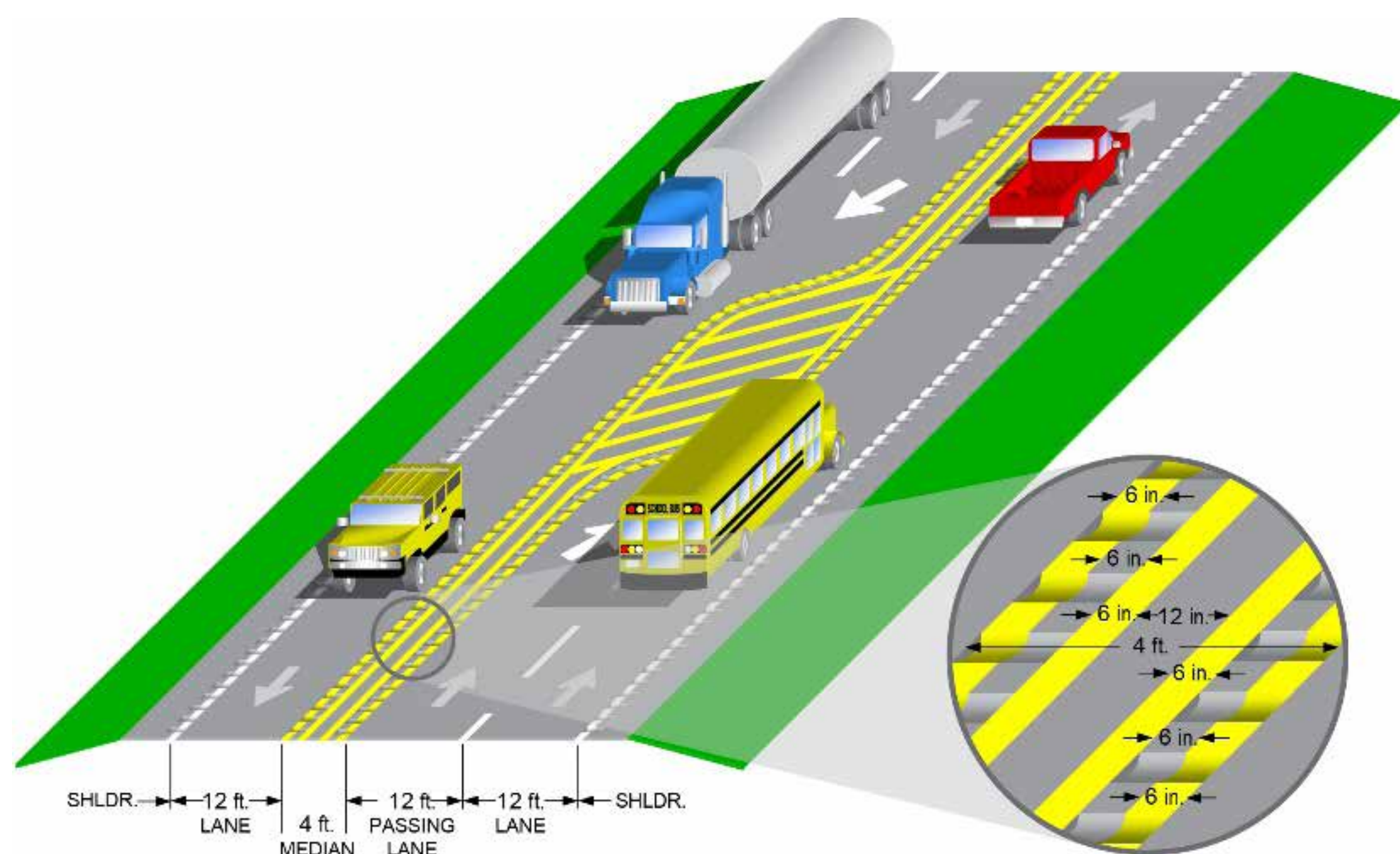
- Similar to Alternative 3A in proposed roadway width (one additional travel lane), curbed sections, sidewalk locations, and retaining wall locations
- The additional 12-foot travel lane will alternate between the northbound and southbound directions along both US 220 and MD 53, with a two to four-foot striped median and transition zone areas
- A center turn-lane will be implemented instead of a travel lane in the more dense urban segments where there are multiple access points and driveways, allowing for safe left-turn movements
- Lane configuration allows for additional passing opportunities





ALTERNATIVE 3B

SHARED FOUR-LANE CONFIGURATION

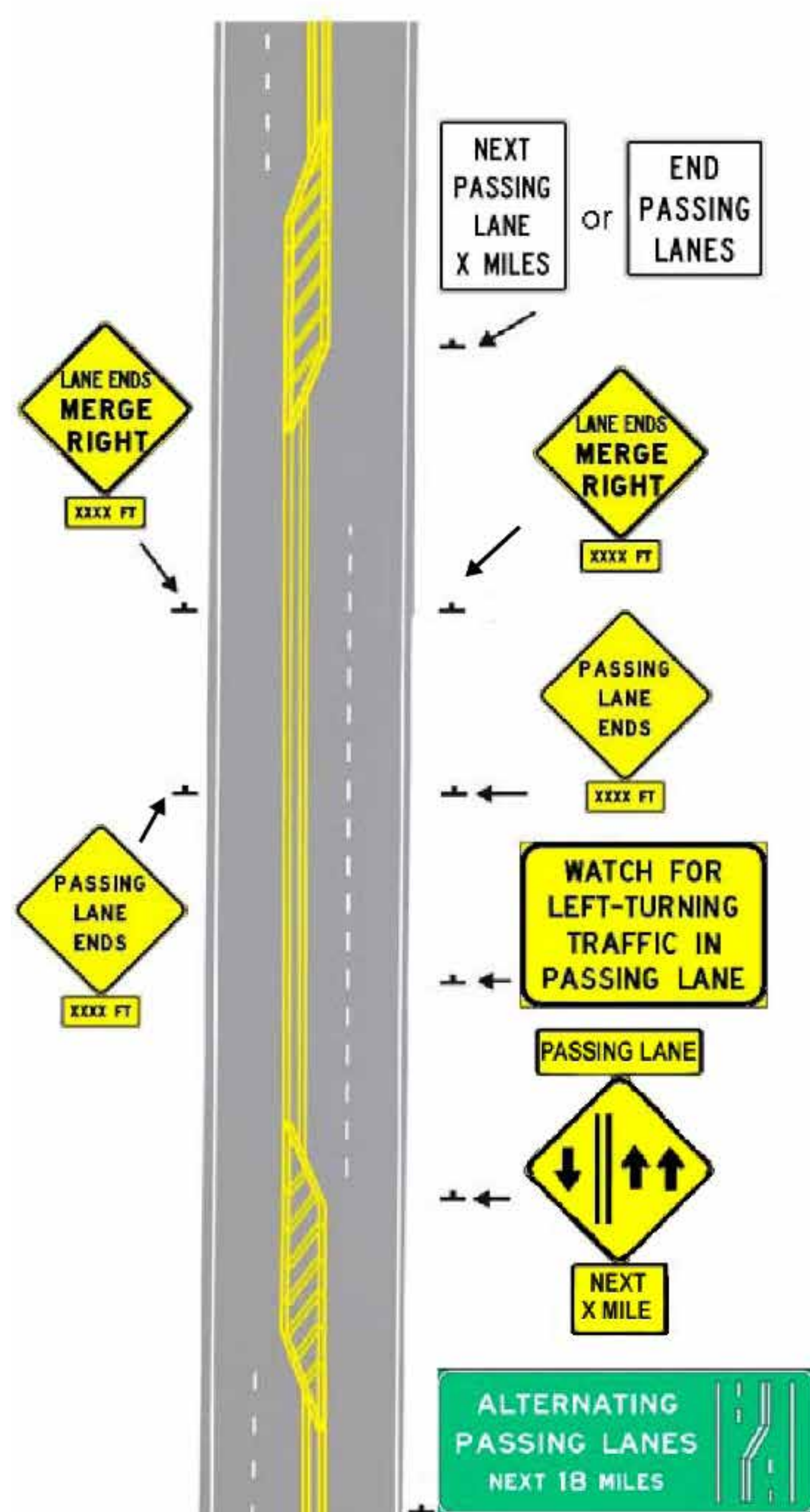


Source: Missouri Department of Transportation

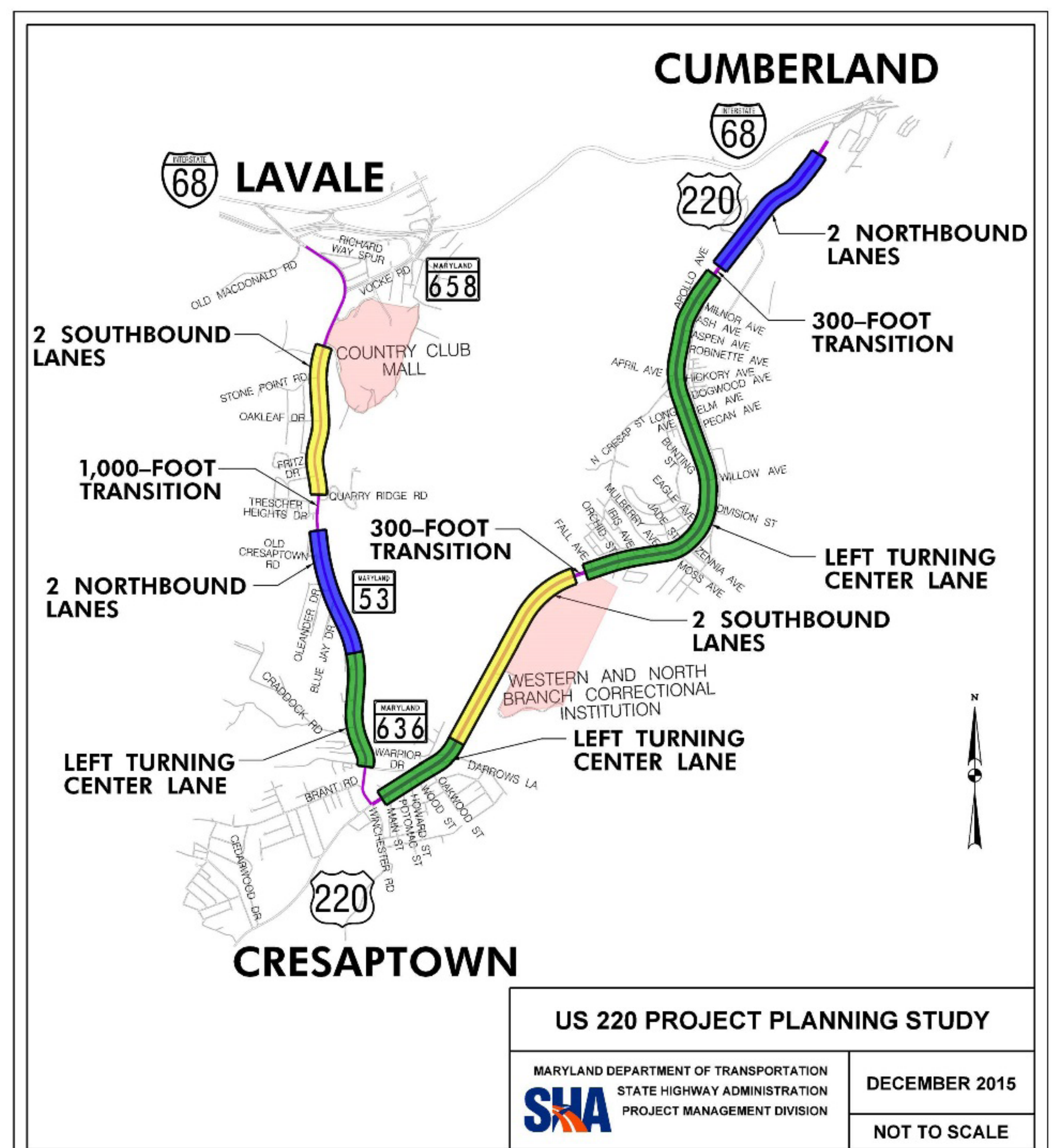
Defining “Shared Four-Lane”:

- Alternating passing lanes implemented on an existing two-lane highway
- Essentially provides four lanes of capacity on three travel lanes
- Improves mobility and safety by allowing for safer passing

What It Looks Like



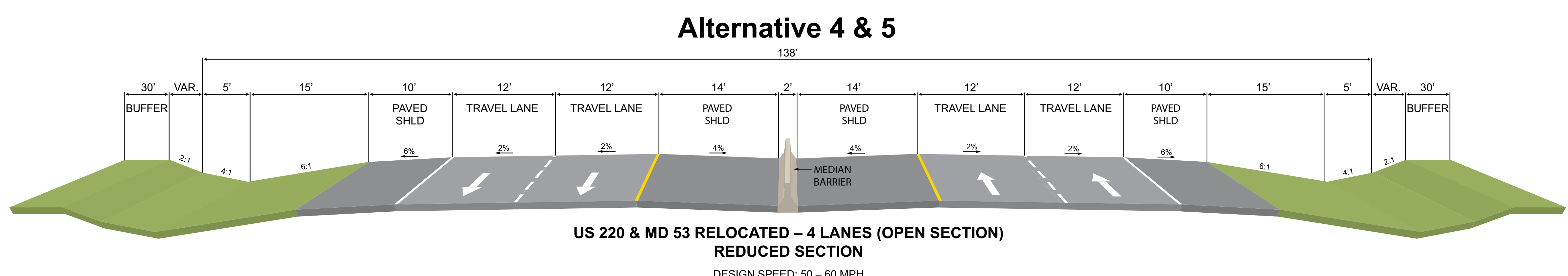
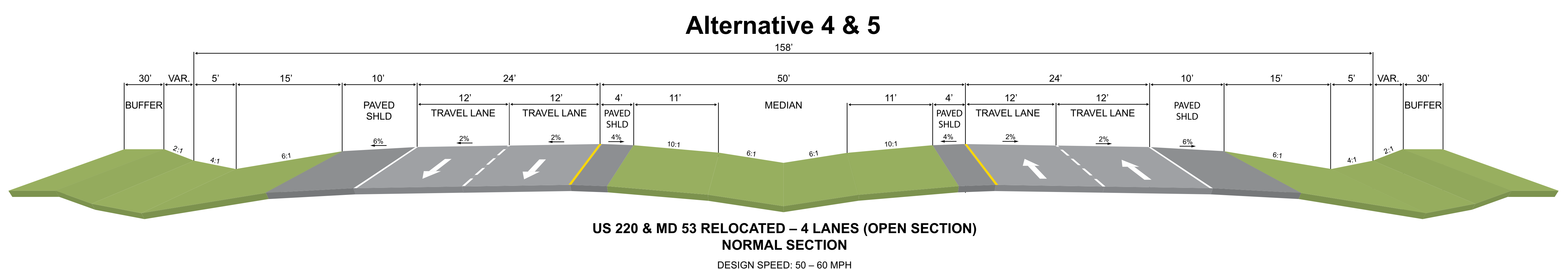
Source: Missouri Department of Transportation



ALTERNATIVE 4

US 220 RELOCATED (FOUR-LANE DIVIDED ARTERIAL/HIGHWAY)

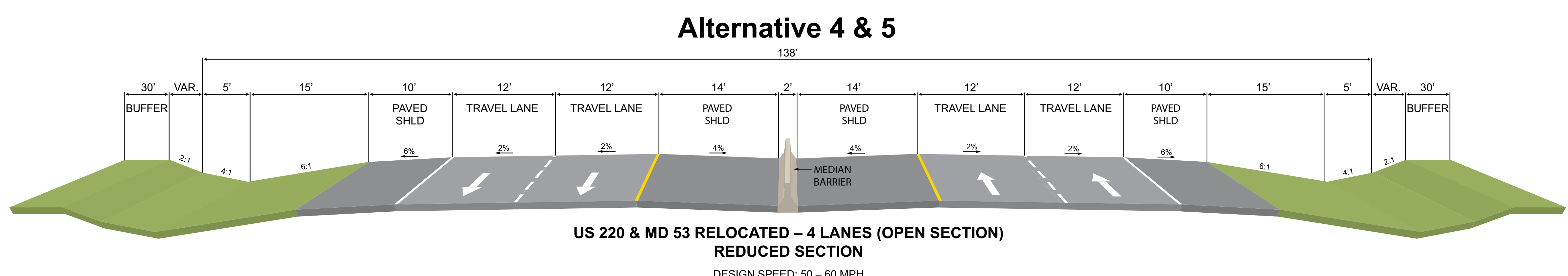
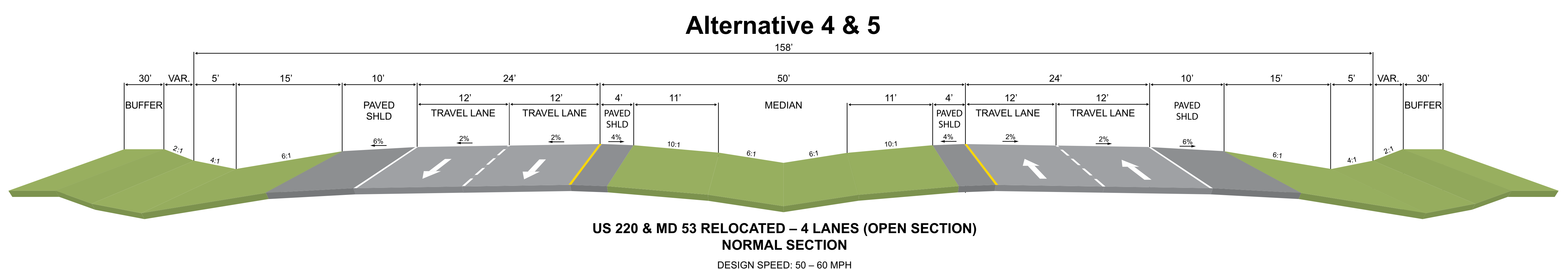
- This alternative is a new roadway, parallels existing US 220 to the west, and is comprised of four 12-foot travel lanes with 10-foot wide paved inside and outside shoulders
- Roadway configurations include a depressed grass median (Normal Section) and a reduced-width, median barrier option (Reduced Section) southward to a new at-grade connection with existing US 220
- A new interchange with I-68 would be located approximately $\frac{3}{4}$ -mile west of the existing interchange with US 220, with new directional and flyover ramps



ALTERNATIVE 5

MD 53 RELOCATED (FOUR-LANE DIVIDED ARTERIAL/HIGHWAY)

- Alternative 5 is a new roadway, parallels existing MD 53 approximately 1/2-mile west, and is comprised of four 12-foot travel lanes with 10-foot wide paved inside and outside shoulders
- The roadway would have a depressed grass median (Normal Section) from a new interchange tie-in with I-68 southward to the merge with the Alternative 4 alignment south of the Craddock Road crossing. The roadway then transitions to a reduced-width, median barrier option (Reduced Section)
- The new interchange with I-68 would be located immediately to the west of the existing MD 53 connections to I-68 and would include both directional and flyover ramps, and a direct connection to Vocke Road





OPTIONS OF THE ALTERNATIVES BEING CONSIDERED

CRESAPTOWN INTERSECTION IMPROVEMENTS

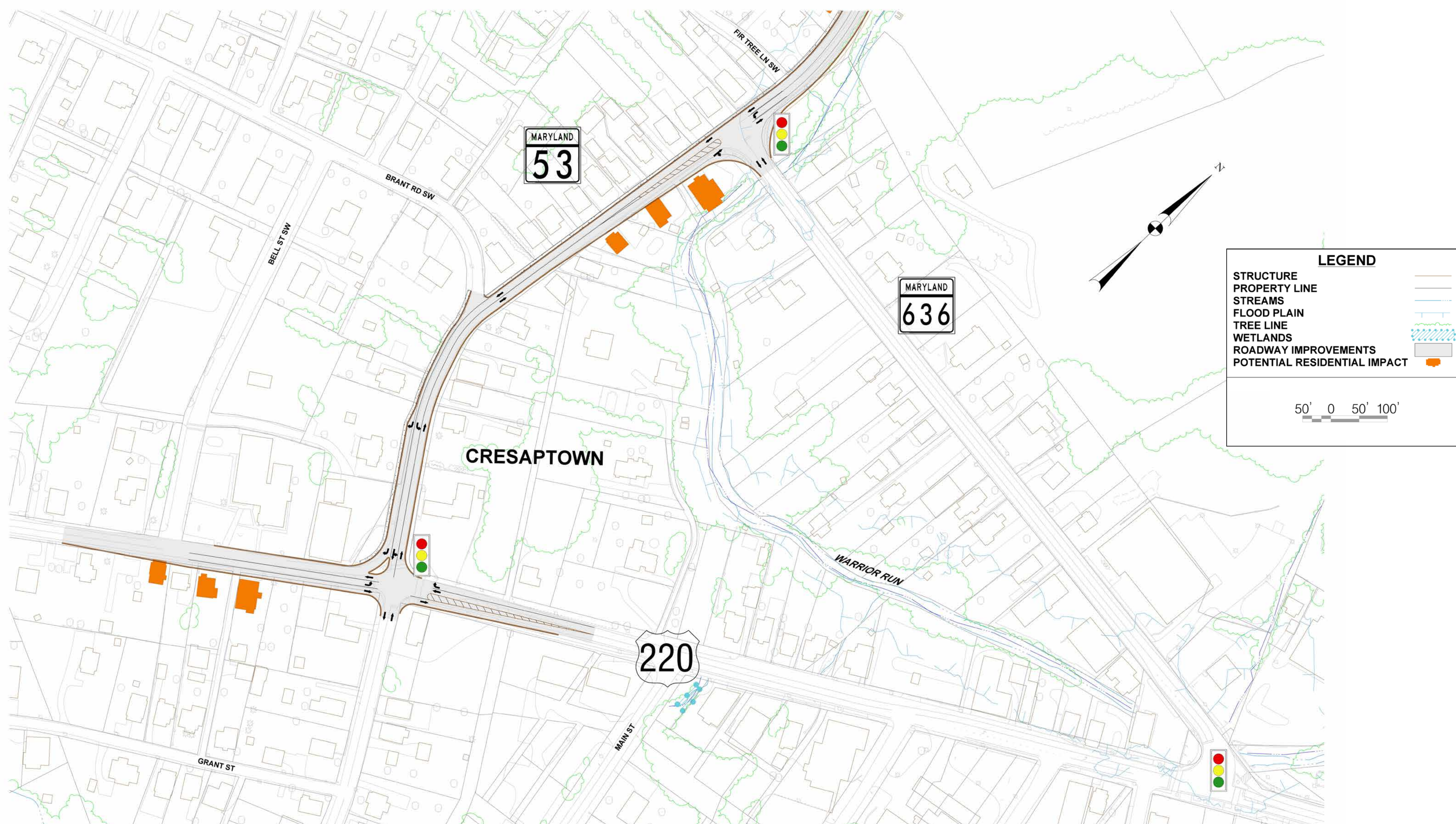
- **Creates a full-movement intersection at US 220 and MD 53 by adding a northbound lane along MD 53 between US 220 and Brant Road**
- **Enables large trucks to avoid having to make the skewed left-turn from northbound US 220 to MD 636 (Warrior Road)**
- **Northbound US 220 is widened at the MD 53 intersection to provide a left-turn lane onto MD 53 and a combined through/right-turn lane along US 220**

I-68 / MD 53 INTERCHANGE CONNECTION IMPROVEMENTS

- **Investigating options that would provide safer connections between MD 53 and I-68 if MD 53 ends up being widened south of the Country Club Mall**
- **Currently analyzing a new interchange ramp that would connect northbound MD 53 to westbound I-68**
- **Currently analyzing a new ramp connection from eastbound I-68 to southbound MD 53**



CRESAPTOWN INTERSECTION IMPROVEMENTS



PROJECT TEAM NEXT STEPS

- **Evaluate your comments and feedback received from this Workshop**
- **Meet with Allegany County and local officials, and other interested parties**
- **Mail a project status newsletter by the Spring of 2016**